

DATE 1519Z 10 MAR 65

CLASSIFIED MESSAGE

SECRET

ROUTING

1	OTech	9	RB
2		10	
3		11	
4	DEA	12	
5	OXc	13	
6	"	14	
7	MD	15	
8	CP	16	

TO : DIRECTOR

FROM : 25X1A

ACTION: 25X1A

INFO :

TOR: 1601Z 10 MAR 65

ROUTINE

IN 75931

25X1A

TO PRIORITY 25X1A

INFO 25X1A

CITE

0647

OXCART

NO NITE ACTION

PRELIMINARY Q BAY PACKAGE TEST REPORT

GENERAL.

1. TYPE I.
2. TEST AND ARTICLE NO. ATF-99F (126).
3. TEST DATE 9 MARCH 1965.
4. TIME: T. O. 1800Z LAND 2010Z. (TEST OBJECTIVE 3 HRS).
5. TOTAL PACKAGE OPERATE TIME: 10-15 MINUTES; OPERATED BETWEEN 1910Z AND 1925Z.

6. TEST CONDITIONS:

- A. MAX PRESS ALT 77,000. OVER TARGET N/A.
- B. MAX MACH: NO. 2.93. OVER TARGET N/A.
- C. INS STATUS O. K.
- D. WEATHER: OVERCAST OVER WENDOVER.

7. TEST OBJECTIVES: TO ASCERTAIN THAT THE CORRECTIVE MEASURES ON THE FWD AND AFT ANTI-BACKWARD'S CIRCUIT (INCORPORATED AFTER

25X1A

0647 (IN 75931)

S E C R E T

PAGE TWO

ATF-98F AND PRIOR TO ATF-99F), DO IN FACT CORRECT THE NON=SYNCHRONOUS PROBLEM EVIDENCED FROM THE RESULTS OF 98F. IN GENERAL TO OBTAIN FURTHER DATA ON F SYSTEM IN ORDER TO PERHAPS SERVE AS AN AID IN FORECASTING AND THEREBY PREVENTING PROBLEMS THAT MAY APPEAR IN E SYSTEM. THIS WAS TEST ONE OF A THREE TEST SERIES.

8. TEST RESULTS: TEST ABORTED AFTER 2 HRS 10 MIN DUE TO VEHICLE PROBLEM. SYSTEM TURNED ON FOR ABOUT 10-15 MINUTES. RESULTS ARE IN THE PROCESS OF DEVELOPING, HOWEVER THERE IS NO INDICATION OF ANY PROBLEMS AS YET.

9. COMMENTS: SYSTEM WAS PUT INTO OPERATE WHILE VEHICLE WAS COMING OUT OF TURN. SYSTEM WAS PUT INTO STANDBY 2 DURING DESCENT. PILOT COMMENTED THAT HE COULD NOT SEE LIGHTS ON CONTROL HEAD DUE TO SOME OBSTRUCTION.

END OF MESSAGE